

with a "crisis" bank rate, the equidistant measures Mr. Wilson promises and the impact late this year of Chancellor Callaghan's selective employment tax, Britain probably will get the measure of disinflation it must have.

If all this is not to produce just economic stagnation, however, Mr. Wilson must take other positive actions promptly. He must go well beyond the pending "early warning" bill on prices and incomes. Many economists now call for an outright freeze on wages, coupled perhaps with selective import restrictions and efforts to stimulate investment and boost productivity.

Such policies might provide a last chance to get the National Plan under way, restore the pound sterling and make an eventual start on Labor's euphemistic goal of "planned incomes growth."

If something on this order is not undertaken, the Labor Government will have to settle for an even more drastic "stop" than those of the castigated Tory "stop-go" cycles of recent memory, rather than the New Jerusalem so eloquently etched by Harold Wilson.

Supervising the C.I.A.

In every respect it was a shoddy performance of the Senate majority in barring members of the Foreign Relations Committee from a panel that keeps watch over the Central Intelligence Agency.

Here was the Senate Establishment—the "Club"—at its stuffy worst, when one of its powerful elders, Mr. Russell of Georgia, put the controversy in terms of Senator Fulbright's "muscling in" on "my" committee. One might have expected the self-respect of the other members of the C.I.A. panel to assert itself against such petty possessiveness.

From what is known of that part of the debate held in secret, Mr. Russell and his supporters refused to come to grips with the problem that had inspired Senator Eugene McCarthy's proposal. Could any of the 61 who voted to keep the Foreign Relations Committee away from the C.I.A. argue seriously against Mr. Fulbright's point that the C.I.A. "plays a major role in the foreign policy decision-making process," and thus exerts "a substantial influence" on American foreign relations?

If that statement of the Chairman of the Foreign Relations Committee is accepted, it follows logically that the Senate committee with responsibility for foreign relations should have a role in any intelligence supervision undertaken by the Congress. And it makes sense to establish a regular Senate committee with a professional staff for this surveillance or a joint committee, as in the case of the Joint Committee on Atomic Energy.

Senator Russell declined debate on this level, however. He preferred to brand the proposal "self-serving and self-seeking," and to hint that Foreign Relations members would be less discreet with state secrets than Senators from the Armed Services and Appropriations Committees who make up the existing, informal C.I.A. panel.

The Georgia elder discredited not Senators Fulbright and McCarthy but himself. The sixty Senators who sustained his point of order and sent the McCarthy resolution to certain death in the Armed Services Committee tarnished only the "Club's" image.

This is not the end of the debate, however, for too many Americans remain uneasy about an agency that has appeared on too many occasions to be affecting the foreign policy of the United States without sufficient control or supervision.

The Library Revolution

Records and films are competing with books for the attention of the thousands who have been attending the American Library Association conference in New York. They testify to the growing technological revolution that promises to make the library of the future a

man \$50 million has already been spent, cannot be left indefinitely at a standstill. Work has been halted for five months now on the World Trade Center, an undertaking that both sides say would be of great economic benefit to the city's future.

The Port Authority accuses Mayor Lindsay of having broken a promise to permit construction to go ahead. This the Mayor denies. The city negotiators assert that the Port Authority has not yielded a single inch in the five months since their discussions began. Without challenging this statement, the Port Authority promises it will negotiate once the desired permit is issued; but obviously were the city to grant the permit, its bargaining position would be undermined.

When the Lindsay administration took office it began a review of the city's over-all relationship with the Port Authority, as was quite proper and long overdue. It found many areas where arrangements were out of balance, to the city's serious detriment. It has undertaken to use the negotiations over the World Trade Center as a means of establishing a new relationship. Some of the city's demands of the Port Authority were out of line; but others merited something more than automatic rejection.

This was particularly true of the payments to be made the city in connection with the World Trade Center, both in lieu of taxes and for city land. The City Planning Commission had reported that the center, if privately developed, would generate \$16 million annually in taxes alone. The Port Authority reportedly offered \$4 million; the city sought \$27 million.

Now the city negotiators have publicly offered to cut their demands by more than half, but the Port Authority remains characteristically adamant, not to say arrogant. It is only reasonable that the Port Authority should also show some willingness to bargain in an effort to reach a fair and equitable settlement.

Republicans for the U.N.

The Republican Coordinating Committee's statement on the United Nations is less important for its specific proposals or election-year criticism of the Democrats than for its resounding support for the world organization. The know-nothing element in the party will find little encouragement in this significant policy pronouncement, which is in the tradition of the Eisenhower Administration rather than the extremist trend of 1964.

The major emphasis in the Republican report—prepared by a task force of scholars, former diplomats, members of Congress and other party leaders—is on strengthening the U.N. However, taking "a realistic view of what the United Nations can and cannot do," it adds:

"We do not believe, as do some, that it is a panacea for the problems of the world; nor do we believe it works against our national interest. Experience has shown that the U.N. on many occasions has been useful in easing international tensions and in implementing our own foreign policy objectives."

There are some inconsistencies in the report, such as refusing to contemplate Peking's entry into the U.N., while criticizing the Johnson Administration's failure to bring Vietnam before the world organization until February 1966. But these are to be expected in a campaign document, along with the attempt to exploit the evident mishandling by Washington of the Soviet peacekeeping-payments issue.

The suggestions for strengthening the United Nations, while not entirely new, are more serious in nature and deserving of support, whatever the current obstacles to achieving some of them. The U.N.'s peacekeeping machinery clearly needs improvement and it undoubtedly would help if the Secretary General's group of military advisers were expanded and a brigade of 1,000 technicians and logistical experts were created.

The all-out effort recommended to set up a dependable system of financing the United Nations

trust that motorists receive subsidies from New York City (Times, July 8).

A study of highway finance in New York City done by this writer for the years 1957 to 1966 shows that in the city an average of \$36 million a year of nonuser revenue, i.e., tolls, revenue, was applied to bridges and highways and that this represented 43 per cent of the city's expenditures for highway purposes. Although the city's share of state motor fuel receipts increased substantially in 1965, the city still faces a highway deficit of about \$10 million annually if current rates of expenditure continue.

To this subsidy must be added expenditures for other purposes, such as parking, traffic signs and signals, courts and traffic police, were not included with highway expenditures per se.

Motorists' Burden
I am aware of the fact that who makes a case for the revenue financing of the streets and related facilities. Virtually all families with them seem to be subsequently used for the total costs are high costs of maintenance and registration. New York City motorists above state and registration fees the city receives is based on the amount of revenue which is here.

Mr. Phillips is aware that the user charge principle ways should be used for the social costs of the use of the automobile and noise and air pollution to which motorists are

The modest proposal by the Commission on City of New York will hardly eliminate the deficit, much less appropriate charges for the social costs.

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Vietnam Items

To the Editor:

Two short items in The Times of July 7 reveal a great deal about the war in Vietnam.

One concerns 400 children with napalm burns. European hospitals volunteered their aid; the United States authorities seem to prefer to have the children treated in Vietnam.

The other is about an airplane bought for the use of Premier Ky, at the reported cost of \$500,000. The plane has a bar, a television set, stereophonic sound and a solid gold stripe.

LIPMAN HANS
New York, July 7, 1966

Lethal Sprays

To the Editor:

The unfortunate citizens of Argyle, Minn., have just undergone a common Vietnamese experience. As reported in The Times of July 8, parathion, was